

FULL PRESSURE SUIT TEST LOG

SUBJECT # 1050
 SUIT # - 4
 OUTER GARMENT W/FLOAT GEAR W/T
 HELMET # - 2
 GLOVES # - 1
 BOOTS 2

FLIGHT DATE 30 May 67 - 31 May 67

DON _____
 DOFF _____ 25X1

TIME IN SUIT

TECHNICIAN

PRESS-TO-TESTPRE-FLIGHTSUBJECT TESTPOST-FLIGHTSYSTEM #1

Max Pressure

114106110

Differential

1.41.41.3

Leak Rate

1250550900SYSTEM #2

Max Pressure

115122114

Differential

1.11.51.3

Leak Rate

11503001250

Unpress Leak Rate

600350600

Face Heat

17.5

Commo and Cord

OK

Pencils

✓

Knife

✓

Controller Number

73

Packet

✓

Grease Zippers

✓Check Location of CO₂✓

Pressure Tap Screws

✓

PRESSURE SUIT HOOK-UP AND CHECKLIST

1. ☒ Packet in pocket.
2. ☒ Stirrups secured.
3. ☒ Communication secured and functioning.
4. ☒ Face heat on (low).
5. ☒ Oxygen hoses secured in QD.
6. ☒ Three harness snaps secured - harness adjusted and surplus stowed.
7. ☒ Kit adjusted and surplus stowed.
8. ☒ Two (2) bailout hoses secured.
9. ☒ Lap belt, shoulder harness, key secured and adjusted.
10. ☒ Oxygen hoses under right leg strap, chest strap under helmet-hold-down.
11. ☒ Emergency oxygen lanyard secured and pin removed.
12. ☒ Red knob secured.
13. ☒ Green apple secured.
14. ☒ Manual over ride handle secured.
15. ☒ Two (2) rocket jet releases secured.
16. ☒ Check face heat.
17. ☒ Heat probe.
18. ☒ Press to test both oxygen systems.
19. ☒ Readjust lap belt.
20. ☒ LOW oxygen pressure - #1 system 70/65 #2 system 90/85.
21. HIGH oxygen pressure Departing #1 system ~~90/85~~ 925 #2 system 9.
22. ☒ Foot rest guards over seat foot rests. T, in = 1002

SUBJECT 50 AIRCRAFT NUMBER 27

25X1 TECHNICIAN DATE OF FLIGHT 31 May 67

HIGH oxygen pressure Returning #1 system *same* #2 system *same*

End Back up

EQUIPMENT PREFLIGHT FOR HIGH FLIGHTPARACHUTE

1. ✓ Ripcord pins seated (main and first stage).
2. ✓ Pack opening elastics secured.
3. ✓ First stage jettison mated and pins secured.
4. ✓ Two (2) rocket jet units secured.
5. ✓ Manual over ride handle secured.
6. ✓ Green apple secured.
7. ✓ Red knob secured.
8. ✓ Bailout hoses adjusted for pressure suit.
9. ✓ Bailout hose connectors operating.
10. ✓ Harness adjusted for HIGH flight.
11. ✓ Automatic openers - triggered and reset.
12. ✓ Aneroids 1400' to 7500'.
13. ✓ Bailout cylinder pins secured.
14. ✓ Bailout cylinder pressure #1 1800 #2 1800.
15. ✓ Communication cord secured to chute.
16. ✓ Visual inspection completed.

SURVIVAL KIT

1. ✓ Yellow handle secured.
2. ✓ Trigger clearance.
3. ✓ Kit disconnects secured.
4. ✓ Lid secured.
5. ✓ Visual condition.

INSTALLATION

1. ✓ Vent secured at disconnect.
2. ✓ Kit secured to chute - loose.
3. ✓ Emergency oxygen lanyard secured to chute and pin installed.
4. ✓ Communication cord secured at disconnect.
5. ✓ Vent hose secured to chute.
6. ✓ Pin secured in QD and safetied.
7. ✓ Oxygen system low pressure #1 70/65 #2 75/70.
8. ✓ Pip pin in "D" ring.
9. ✓ Stirrup cables extended and operating freely.
10. ✓ Foot rest guards over seat foot rest.

25X1

SUBJECT	<u>50</u>	AIRCRAFT NUMBER	<u>27</u>
TECHNICIAN	<u>[REDACTED]</u>	DATE OF FLIGHT	<u>31 May 67</u>
SEAT KIT NUMBER	<u>50</u>	PARACHUTE NUMBER	<u>139</u>
TYPE CUSHION	<u>5B</u>	VENT HOSE NUMBER	<u>60</u>

30 May 67

Approved For Release 2004/05/05 : CIA-RDP69B00041R000100010004-3

FULL PRESSURE SUIT TEST LOG

SUBJECT # 1051
SUIT # - 2
OUTER GARMENT W/FLOAT GEAR - 2 EYE
HELMET # 298
GLOVES # - 5
BOOTS - X - 1

FLIGHT DATE 31 May 67
DON 0935
DOFF 1445
TIME IN SUIT 5+10
TECHNICIAN

25X

<u>PRESS-TO-TEST</u>	<u>PRE-FLIGHT</u>	<u>SUBJECT TEST</u>	<u>POST-FLIGHT</u>
<u>SYSTEM #1</u>			
Max Pressure	<u>111</u>	<u>106</u>	<u>106</u>
Differential	<u>1.3</u>	<u>1.5</u>	<u>1.3</u>
Leak Rate	<u>950</u>	<u>1500</u>	<u>800</u>
<u>SYSTEM #2</u>			
Max Pressure	<u>128</u>	<u>120</u>	<u>107</u>
Differential	<u>1.3</u>	<u>1.5</u>	<u>1.3</u>
Leak Rate	<u>750</u>	<u>600</u>	<u>1000</u>
Unpress Leak Rate	<u>250</u>	<u>300</u>	<u>200</u>
Face Heat	<u>17.25</u>		
Commo and Cord	<u>OK</u>		
Pencils	<u>✓</u>		
Knife	<u>✓</u>		
Controller Number	<u>33</u>		
Packet	<u>✓</u>		
Grease Zippers	<u>✓</u>		
Check Location of CO ₂	<u>✓</u>		
Pressure Tap Screws		<u>✓</u>	

PRESSURE SUIT HOOK-UP AND CHECKLIST

1. ☒ Packet in pocket.
2. ☒ Stirrups secured.
3. ☒ Communication secured and functioning.
4. ☒ Face heat on (low).
5. ☒ Oxygen hoses secured in QD.
6. ☒ Three harness snaps secured - harness adjusted and surplus stowed.
7. ☒ Kit adjusted and surplus stowed.
8. ☒ Two (2) bailout hoses secured.
9. ☒ Lap belt, shoulder harness, key secured and adjusted.
10. ☒ Oxygen hoses under right leg strap, chest strap under helmet-hold-down.
11. ☒ Emergency oxygen lanyard secured and pin removed.
12. ☒ Red knob secured.
13. ☒ Green apple secured.
14. ☒ Manual over ride handle secured.
15. ☒ Two (2) rocket jet releases secured.
16. ☒ Check face heat.
17. ☒ Heat probe.
18. ☒ Press to test both oxygen systems.
19. ☒ Readjust lap belt.
20. ☒ LOW oxygen pressure - #1 system 60/70 #2 system 60/70.
21. ☒ HIGH oxygen pressure Departing #1 system 9.5 #2 system 9.5.
22. ☒ Foot rest guards over seat foot rests. 1005

SUBJECT 51 AIRCRAFT NUMBER 131

25X1 TECHNICIAN DATE OF FLIGHT 31 May 67

HIGH oxygen pressure Returning #1 system 8.5 #2 system 9.

1440

EQUIPMENT PREFLIGHT FOR HIGH FLIGHT

PARACHUTE

- ✓ 1. Ripcord pins seated (main and first stage).
- ✓ 2. Pack opening elastics secured.
- ✓ 3. First stage jettison mated and pins secured.
- ✓ 4. Two (2) rocket jet units secured.
- ✓ 5. Manual over ride handle secured.
- ✓ 6. Green apple secured.
- ✓ 7. Red knob secured.
- ✓ 8. Bailout hoses adjusted for pressure suit.
- ✓ 9. Bailout hose connectors operating.
- ✓ 10. Harness adjusted for HIGH flight.
- ✓ 11. Automatic openers - triggered and reset.
- ✓ 12. Aneroids 1400' to 7500'.
- ✓ 13. Bailout cylinder pins secured.
- ✓ 14. Bailout cylinder pressure #1 1800 #2 1800.
- ✓ 15. Communication cord secured to chute.
- ✓ 16. Visual inspection completed.

SURVIVAL KIT

- ✓ 1. Yellow handle secured.
- ✓ 2. Trigger clearance.
- ✓ 3. Kit disconnects secured.
- ✓ 4. Lid secured.
- ✓ 5. Visual condition.

INSTALLATION

- ✓ 1. Vent secured at disconnect.
- ✓ 2. Kit secured to chute - loose.
- ✓ 3. Emergency oxygen lanyard secured to chute and pin installed.
- ✓ 4. Communication cord secured at disconnect.
- ✓ 5. Vent hose secured to chute.
- ✓ 6. Pin secured in QD and safetied.
- ✓ 7. Oxygen system low pressure #1 85/95 #2 80/90.
- ✓ 8. Pip pin in "D" ring.
- ✓ 9. Stirrup cables extended and operating freely.
- ✓ 10. Foot rest guards over seat foot rest.

25X1

SUBJECT	<u>51</u>	AIRCRAFT NUMBER	<u>131</u>
TECHNICIAN	<div style="border: 1px solid black; width: 250px; height: 30px;"></div>	DATE OF FLIGHT	<u>30 MAY 67</u>
SEAT KIT NUMBER	<u>51</u>	PARACHUTE NUMBER	<u>102</u>
TYPE CUSHION	<u>HP5B</u>	VENT HOSE NUMBER	<u>76</u>

DCOL CHECK LIST

BSX 001 30 MAY 67

* DENOTES MANDATORY CALL TO COMMAND POST UPON COMPLETION

H-24:00 TO H-23:30: SECURE SUITS, CHUTES, KITS AND VENT UNITS:

DESIGNATE LIFE SUPPORT TECHNICIANS:

A/C 131 PILOT

A/C 122 PILOT

H-23:30: ATTEND COMMANDERS BRIEFING:.....

SUBMIT HANGAR ACCESS ROSTER:.....

ROSTER:.....

H-22:00 TO H-21:30: SELECT 02 (5 CYLINDERS AND 1 LOX CART:.....

LSD PERSONNEL, ACCOMPANIED BY SECURITY WILL TRANSPORT

02 TO OPERATIONS.....

COORDINATE WITH INTELLIGENCE AND SURVIVAL PERSONNEL ON

SURVIVAL AND E&E ITEMS:.....

*H-22:00 TO H-17:00: PREFLIGHT:

BOTH SUITS (EA PILOT).....

PARACHUTE AND EMERGENCY 02 SYSTEMS.....

SEAT KIT COMPONENTS.....

SUIT ROOM VENT.....

LOX VENT UNIT.....

OXYGEN CYLINDERS.....

TEST EQUIPMENT.....

TRANSPORT VANS.....

H-20:00: NOTIFY SECURITY, SEAT KIT AVAILABLE FOR PACKING:.....

NOTIFY DCO OF PERSONNEL SELECTED AS RECOVERY TEAM:.....

P.....

S.....

H-14:00: RECEIVE PACKET FROM INTELLIGENCE:..... 0715 0715

H-3:45: RECEIVE PHONE CALL FROM MISSION COORDINATOR:..... 0715

OBTAIN NAMES OF PRIMARY AND SPARE PILOTS AND AIRCRAFT:

[REDACTED].....

25X1

HELMET, FACEHEAT AND COMMUNICATIONS CHECK AT A/C (ITEM TRANSPORTED TO HANGAR UNDER SECURITY GUARD).....

INSTALL SEAT KIT AND PARACHUTE:.....

RETURN HELMET TO DCOL:.....

H-3:00 TO H-1:40: PREPARE PREBREATHING ROOM FOR RECEIPT OF PILOT:..... 0715-0735

H-1:45 TO H-1:30: SECURITY INSPECTS SUITS:..... 0715-0735

H-1:40 TO H-1:25: FLIGHT SURGEONS MEDICAL IN DCOL:..... 0735-0755

H-1:20 TO H-1:10: DRESS PILOT:..... 0755-0815

PRESSURE CHECK SUIT:..... OK

H-1:10 TO H-1:05: PREPARE FOR PILOT TRANSPORT:..... 0815-0855 START COMP

*H-1:05 TO H-1:00: TRANSPORT TO AIRCRAFT:..... 0855-1000 CALL 1000

*H-1:00 TO H-0:45: PILOT HOOKUP AND SUIT A/C CHECK:..... 1000-1015 CALL 1008

H-0:45 TO TAKEOFF: STANDBY IN DCOL AND PACK LOW RECOVERY EQUIPMENT:..... 1015-1030

LANDING: REMOVE PILOT, TRANSPORT PILOT BACK TO DCOL, DESUIT PILOT:..... 1445

DEBRIEF PILOT, EVALUATE AND CHECK RELIABILITY OF EQUIPMENT:..... 1500

POST-FLIGHT EQUIPMENT:.....

*** TOP SECRET ***

TOP SECRET

SUBJECT: Mission Alert Notification

30 MAY 19 67

TO: (See below)

Request your attendance at the Commander's Briefing to be held in the OPS BRIEF. RM on 30 MAY 1967 at 1130 L. The briefing concerns the following:

1. Mission Code Name and Number: BSX-001
2. Date/Time of Launch (H-hour): 31 MAY 1 0200 1100 L
B/U (H + 1:00): 31 MAY 0300 1200
3. Bases: Take - off KADENA, Staging , Landing KADENA.
4. General Area of Operation NORTH VIETNAM
5. Equipment required: TYPE-I CAMERA, [REDACTED]
6. Ground Spare Requirements: BACK UP ACFT REQUIRED SEE
5 ABOVE
7. Special Instructions/Comments: DTEC TO LAUNCH B/U ACFT
AT 31/0300Z (1200L) IF PRIMARY ACFT GRND OR
8. Governing Directive(s) AIR ABORTS

FOR THE COMMANDER

Mission Coordinator

Personnel/Section Notified

Office	Time (L)	Recipient	Office	Time (L)	Recipient
CMDR	<u>0950</u>	<u>AN</u>	DCOL		
DCO	<u>0951</u>	<u>AN</u>	DCOC/MO		
ADOC			DCOMI		
DCM	<u>1005</u>	<u>13</u>	AFCS		(Notify onl)
DCS			COMMO		
SECURITY	<u>1007</u>	<u>9D</u>	DCOT		
FLT SURG			DCOTT		
DCOM			DCOC/File Cy		
DCOW			TTFC (SAC)	<u>0955</u>	

C-13

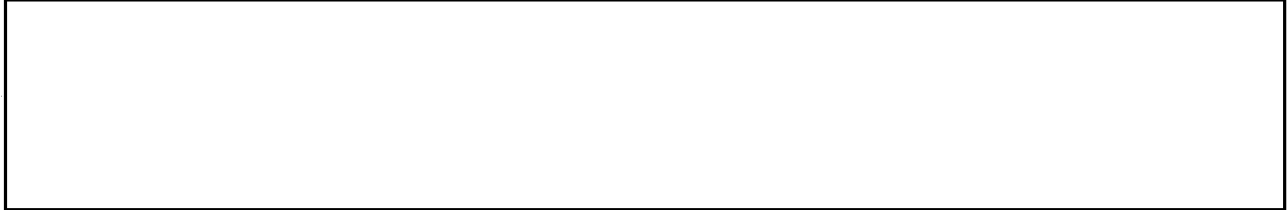
SECRET

TO: DCA
From: DCOL

Approved For Release 2004/05/05 : CIA-RDP69B00041R000100010004-3

30 May 67

Recovery personnel from DCOL for BSX001



25X1

25X1

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DATE 31 MAY 67 ACFT 131 PILOT
 TIME IN FLIGHT 3+40 TIME IN SUIT 5+10 PREBREATHING TIME 1+00

25X1

	SATISFACTORY	UNSATISFACTORY																
1. PHYSICAL CONDITION (PILOT) <i>#51</i>																		
2. SURVIVAL KIT AND CUSHION <i>HP5B</i>																		
3. PARACHUTE <i>SIN 102</i>																		
4. HELMET <i>PT-298</i>																		
A. REFLECTIONS																		
B. FACE HEAT																		
C. COMMUNICATIONS																		
5. SUIT PROPER - <i>2</i>																		
A. CABIN DECOMPRESSION: YES NO																		
6. OUTER GARMENT <i>E+E</i>																		
7. BOOTS AND SPURS, <i>A.D. Type</i>																		
8. GLOVES - <i>5</i>																		
9. OXYGEN SYSTEM																		
<table border="1" style="width: 100%; border-collapse: collapse; margin-top: 5px;"> <thead> <tr> <th colspan="2" style="text-align: left;">DEPART</th> <th colspan="2" style="text-align: left;">RETURN</th> </tr> <tr> <th style="width: 25%;">TIME</th> <th style="width: 25%;">AMT</th> <th style="width: 25%;">TIME</th> <th style="width: 25%;">AMT</th> </tr> </thead> <tbody> <tr> <td>#1</td> <td><i>1005 9.5</i></td> <td><i>1440</i></td> <td><i>8.5</i></td> </tr> <tr> <td>#2</td> <td><i>1005 9.5</i></td> <td><i>1440</i></td> <td><i>9.</i></td> </tr> </tbody> </table>	DEPART		RETURN		TIME	AMT	TIME	AMT	#1	<i>1005 9.5</i>	<i>1440</i>	<i>8.5</i>	#2	<i>1005 9.5</i>	<i>1440</i>	<i>9.</i>		
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TIME	AMT	TIME	AMT															
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#2	<i>1005 9.5</i>	<i>1440</i>	<i>9.</i>															
10. MISCELLANEOUS																		
11. EVALUATION ITEMS																		
A.																		
B.																		
C.																		
D.																		
E.																		

12. REMARKS: (EXPLAIN UNSATISFACTORY REPORT)

25X1

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